

**The U.S. Air Force Auxiliary**  
**NORTH CAROLINA WING**  
**CIVIL AIR PATROL**

# CAROLINA WINGSPAN

## Commander's Corner

**JUNE-JULY, 2006**

It would appear the Air Force has recognized our #1 MER Chaplain for the great Chaplain he truly is. Congratulations Lt Col David Bobbey. You make us proud to know you. You are truly storing great treasures in heaven above. This is fantastic.

From Pope Air Force Base,

## **Mr. David Bobbey, Chaplain Service Civilian Award**

Please join me as we congratulate Ch Bobbey for all he does for Pope AFB and the surrounding community.

CHERRIS WHEELER, Ch, Lt Col, USAF

Wing Chaplain

Congratulations to

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## Lt Col Tony Biondo for leading NC Wing as MER PAO of the Year

These members are to be commended for their excellent efforts and outstanding commitment to CAP.

Colonel Larry J. Ragland, CAP

NCWG/CC 919-417-0021

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Congratulations to Lt Col Crawford and the ES team on a great SAREX at BUY this weekend. I also want to thank all those volunteers who came out for the training, even when they knew the weather might not let them actually get any flying time. Their commitment to training and being the best of the best is evident in all they do. My Wing Commander's hat is off to each and every one of you. The Air Force observers were very impressed with the personnel of this Wing and your earnest efforts to serve you fellow citizens with professionalism and excellence. They particularly mentioned our effective use of cutting edge technology and our ability to be prepared for the possible event of losing that technology. You are truly the best.

Colonel Larry J. Ragland, CAP

NCWG/CC 919-417-0021

**FINAL SALUTE ... Space will be provided in each issue of Carolina Wingspan to pay tribute to our Civil Air Patrol comrades who have moved on to a *higher plain*.**

**Please see Page 21 for a CAP News story about the death of Col. Scott Crossfield, CAP**

## New Wing Administrator

I am very pleased to report to all of NC Wing the very good news that we now have a new Wing Administrator. Ms Kathy Gaddy, a former CAP cadet and current resident of Burlington, will start tomorrow on June 5, 2006. Ms Gaddy is very knowledgeable about CAP and comes with knowledge and skills ready to hit the ground running supporting our missions.

We will try to set up an email address for her soon and she will be attending the Wing Staff meeting on 10 June. Please join me in giving her a very warm NC Wing reception and welcoming her to the NC Wing team.

I am very pleased with the quality of applicants we received for this position. NC Wing is known as being among the best. Ms Gaddy will help us stay on top and make sure everything we do is as professional as we can possibly make it. Please let her know of your support when you can.

I want to take this moment to also thank Lt Col Lucy Davis for acting as our interim Wing Administrator during this tough period. She has been very kind to assist during these times and I want to thank her on behalf of the entire Wing for her outstanding service.

Colonel Larry J. Ragland, CAP  
NCWG/CC919-417-0021

### Featured in this issue...

|                                           |    |
|-------------------------------------------|----|
| Commander's Corner .....                  | 1  |
| New Wing Administrator .....              | 2  |
| Safety Notes .....                        | 3  |
| MEB SAREX .....                           | 5  |
| AE Day, May 6, 2006 .....                 | 6  |
| Command Changes .....                     | 7  |
| Submission Guidelines .....               | 8  |
| Carolina Wing Tips .....                  | 9  |
| Biennial Wing SAREX .....                 | 10 |
| Cadet Activities .....                    | 11 |
| From the Legal Beagle .....               | 16 |
| Boone Sqdn. featured in local news .....  | 17 |
| CAP searches for mission person .....     | 18 |
| Summer Flying Safety .....                | 19 |
| Scott Crossfield .....                    | 21 |
| Missing Person Continued .....            | 22 |
| ZERO TOLERANCE, 100% ACCOUNTABILITY ..... | 24 |
| Cape Fear Sqdn activities .....           | 26 |



VA Wing aircraft assist in mountain search  
See Pages 18 and 22

# Thunderstorms

Weather can be a pilot's best friend or his/her worst enemy. A quick look at the 2005 Nall Report will illustrate that while the take off and landing phase of flight still leads all accident categories, weather kills more pilots than anything else. Spring, Summer, and early Fall in North Carolina provide all of the elements the atmosphere needs to produce thunderstorms.

When instrument meteorological conditions prevail, those of us who fly with piston engines are much more likely to fly in the soup than those with turbine equipment. And if you're on instruments, you can't see a storm cell embedded in clouds and lurking ahead.

## Avoidance on the Ground

**Obtain a good preflight briefing**, and stay informed during the flight. This means knowing thoroughly the current and forecast weather along your route. A preflight weather briefing may be obtained from any Flight Service Station by calling 1-800-992-7433.

**DUATS, AOPA, NOAA**, the Weather Channel, and local television station web pages can also provide additional weather information. These sources can be used to help you form a better forecast for weather condition at both your departure point and the arrival airport. Don't just rely on TAF and METAR information.

**Study and analyze** the data collected from these sources. Look for trends and the location and projected movement of frontal systems.

**Fly early in the day.** That's when convection is at its lowest. Stay visual. In the Spring and Summer in this area, as a rule of thumb a significant amount of cloud or cloud cover in the morning hours means afternoon thunderstorms or rain.

If you have any doubt about the weather and whether or not a flight may be in jeopardy of flying in stormy weather, park the plane and go play cards, drink coffee, and sit about the FBO and tell lies. Remember, ***"Better to be down here wishing you were up there than to be up there wishing you were down here."***

## Avoidance in the Air

**Keep your eyes out of the cockpit.** If you are flying in weather that is conducive to convective activity, maintain visual flight. Look for building thunderstorms and convective cloud movement. These storms can build quickly when all of the ingredients are available in the atmosphere.

**Remain at least 20 nm** from any cumulus buildups. Gust fronts can run 15 – 20 nm in front of a large thunderstorm cell. Don't try to fly through a gap between buildups. The gap could close and close quickly. Don't allow yourself to be trapped on top of building cumulus clouds. In the end, you won't be able to out climb them, and you'll end up in convective clouds. Don't try to fly under a thunderstorm's cloud bases. A downburst or microburst could swat you out of the sky.

**Call ATC** for information if you see a thunderstorm in the area while you're in flight. They can provide you with vectors to get around or away from an approaching storm, but YOU have to ask. They are busy and will not volunteer information to you. So don't be afraid to ask for help. Flight Watch can provide you with weather information while you are airborne. You can get pilot reports for additional weather information.

**Turn back or land** at the first sign of growing cells crossing your route of flight. If forecasts call for thunderstorms with the potential for covering more than 50 percent of the area along your route of flight, be prepared for a 180-degree turn or a diversion to an alternate. Ask ATC for help in locating a safe haven.

## What to do if you get caught in a thunderstorm

Here's a basic storm-penetration checklist you should keep in mind whenever your route includes a chance of thunderstorm activity. It assumes that the worst has happened: You've flown right into a thunderstorm, it's too late to think your way out, and it's time for some kind of action.

**Fly attitude.** This is the prime directive. Do your best to keep the nose on the attitude indicator's artificial horizon and keep the wings level. This is the best way to keep both airspeed and G-forces to a minimum while in the storm.

**Accept altitude excursions.** Don't chase the altimeter in an attempt to hold an assigned altitude. Instead, fly a level pitch attitude as mentioned above. Tell ATC that you'll need a block altitude clearance so that you can ride the updrafts and downdrafts with its knowledge and consent.

**Set up  $V_A$**  (maneuvering speed),  $V_B$  (maximum gust intensity speed), or turbulence penetration speed-whichever is published in the airplane's pilot's operating handbook.

**With retractable-gear airplanes, extend the landing gear.** This will add drag and help to prevent dangerous airspeed increases. It may also aid directional stability, owing to the strake-like effect of the extended gear.

**Do not extend the flaps.** An airplane's flap-extended flight envelope is relatively small. As a result, an airplane with flaps extended can more easily suffer G-force-related damage and structural failure in turbulence.

**Disconnect the autopilot** or wing leveler-if your airplane has this equipment. An autopilot will try to hold heading and altitude. A wing leveler will fight to keep the wings on an even keel.

**Turn on pitot heat** and any other anti-ice equipment. Thunderstorms imply icing conditions as well as severe or extreme turbulence, so use everything you've got to keep ice off the airplane.

**Tighten seat belts** and secure objects in the cabin. You could be bounced around to a fare-thee-well, so make sure you and your passengers have your belts cinched up tight. You should never have loose objects lying around the cabin.

**Turn up instrument and cabin lights.** Should lightning strike near you, the flash can be blinding. Your vision will restore much quicker if these lights are turned up. Lightning strikes to airplanes have the potential to knock out electrical systems, but current usually passes harmlessly through the airplane.

**Maintain your heading.** Turning can induce huge G forces, and the quickest way out of a storm is often to just bear with it and forge ahead. A 180-degree turn could be disastrous, because of high, turbulence-induced G loads during the prolonged time required for a standard-rate-turn course reversal. If course corrections are needed, make heading changes slowly and with minimal bank angles.

Remember another old saying, this one from a retired Army Air Corps General ***"There is no reason to fly into a thunderstorm in peace time."***

Submitted by:  
1st Lt Dan McCollum  
NC Wing Safety Officer

See Lt. Dan's Safety Article on Page 19...

# NC Wing conducts statewide training mission.

## Wing prepares for Observed SAREX in April

Members of the North Carolina Wing participated in a two day statewide search and rescue mission on March 18-19, 2006. Three mission bases were operated simultaneously across the state and a total of eighty-seven members; seventy-two seniors and fifteen cadets participated in ground and air sorties.

The purpose of the SAREX was twofold: To prepare for the USAF Observed SAR in April and to provide task and scenario based training. Ground teams conducted advanced training tasks, aircrew coordination with panels and signals, electronic searches and missing person searches. Aircrews also conducted task based training for mission pilots, scanners and observers. Aircrews conducted photographic sorties including SDIS, electronic and visual searches, and ground team coordination exercises. Six corporate aircraft flew twenty-three sorties for a total of 34.7 hours.

The Incident Commanders; LtCol Dave Crawford at the Laurinburg-Maxton airport, Lt Col Bob Bauer in Asheville and Lt Col Wes Surratt in Beaufort coordinated the resources and personnel in a complex and fast paced operation that emphasized crew and resource safety.

The NC State Park Service and Mr. Randy Hoffman, the manager of Laurinburg-Maxton Airport provided valuable support to help make the mission successful.

Conrad D'Cruz, Capt. CAP  
Assistant PAO  
NC Wing

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From all reports it seems clear that NC Wing members are very serious about their ES training. You have done an excellent job of spending our ES funds in a safe and productive manner. I am very pleased with the sincere and concerted effort this past weekend represents. NC Wing is the best.

I would like to commend Rob Mason, Dave Crawford, and all the others who made this past weekend so successful.  
Colonel Larry J. Ragland, CAP  
NCWG/CC 919-417-0021



1st Lt. Rob Mason leads briefing



Lt Col David Crawford on the flight line

To view the rest of the photos created by Capt. Dion Viventi go to: <http://webpages.charter.net/dvivent4472/>



# NC Wing AE Day for cadets, 2006



SM Tuttle is ready to fly



2nd Lt Sam Brandt works the flight line



SM Will Therriault supervises cadets Evrard and McElvaney



# Change of command

As many of you already know, I have resigned my position as Commander of Middle East Region, effective today, Sunday 5 March.

I would like all of you to know that it has been an honor and a privilege to be your Commander. Together, we have set a standard of excellencethat all of the other Regions envy. We are — by any set of measurements — the BEST in the nation, and it has been your dedication and hard work that has put us in this position. Thank you for your efforts, and your friendship along the way.

Col. Kay Walling of Maryland has been appointed as Interim Commander for the Region. I hope that you will give her the same cooperation and support that you have given me.

I plan to remain active in CAP affairs, and hope to see you at the MER Conference in Richmond the weekend of April 28-30.

Sincerely,  
Charlie Glass

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Congratulations to Colonel Kay Walling for being appointed the new Commander for Middle East Region. Colonel Walling stepped in as Region Commander for the interim when Colonel Charles Glass stepped down recently. She is the former Wing Commander of the Maryland CAP Wing. I have already informed Colonel Walling of North Carolina Wing's commitment to the Region and our support for whatever she requires as Region Commander. I know NC Wing will give her whatever support and assistance she needs to continue to make MER the best in all of CAP.  
Colonel Larry J. Ragland, CAP

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Please joining me in congratulating Lt Col Pam J. Landreth-Strug for assuming Command effective this date of NC-801 Apex Cadet Squadron. Please give her your usual fine cooperation. Lt Col Landreth-Strug may be contacted at [pstrug@nc.rr.com](mailto:pstrug@nc.rr.com) or by 919-362-9949.

Our sincere thanks to 1Lt Joseph Cosgriff for his fine service and leadership while in Command. Joe is stepping down due to an increase in work and Reserve comitments. Again our appreciation to a fine Commander.

Best Regards,

Toby Wall, Capt, CAP  
Commander  
Piedmont Group 2

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Effective immediately, Maj Terry M. Newell is appointed as Acting Commander, Tar River Composite Squadron, NC057. Please refer any questions for the Tar River Composite Squadron to Maj Newell at 251-937-0176 or [tmnewell@coastalnet.com](mailto:tmnewell@coastalnet.com).  
Gerald V. West, Lt Col, CAP  
Group 3/CC

## NEWSLETTER PROTOCOL SUBMISSION GUIDELINES

The NC WG newsletter *Carolina Wingspan* continues to grow in content, but to keep the content meaningful and informative it is necessary to follow certain guidelines for submission. It is no simple matter for me to just cut and paste emails collected from CAPNC, since this can involve some very time-consuming reformatting. And of course I have no way of knowing if you actually want the email included in the next issue.

When you believe your message is important and timely enough to be published, **PLEASE** submit it under the following guidelines:

1. If the article is to be published, please send it in MS Word as an **ATTACHMENT** in an email sent directly to me at: [donpenven@gmail.com](mailto:donpenven@gmail.com). Don't depend on me lifting it from CAPNC. The preferred MS Word font is Times New Roman, 10 point, single spaced.
2. If you wish to have photos included with the article please submit them as follows:
  - a. Photos are preferred as high resolution submissions. If you have a graphics program and can specify resolution use 200 dpi. If you don't have this capability, I will do what I can to salvage them. Photos imbedded in an email or in a Word document will not be used. All photos submitted must be in either JPEG or TIFF and sent as **attachments**.
  - b. Photos should be between 1.5 to 2.0 megs in size. Lower resolutions may be used if they don't look too awfully bad. Higher sizes may not get past my server so I'll lose them.
  - c. Send a maximum of three (3) photos. Be certain to give me cutlines that identify subjects in the photos from left to right. Please don't send me a dozen photos or more. Pick the best available and submit them. My choice may not be the ones you'd select.
  - d. Don't bother sending photos of members not in proper uniform or wearing head covers on the flightline.

I have the capability of doing some minor cleanup such as *Brightness and Contrast, Sharpness, cropping, etc.*

As many of you have noticed CAPNews has drastically reduced the number of articles published. I have personally submitted seven or eight since January and had one published. *Carolina Wingspan* is a forum for you to get your message out to the Wing and higher headquarters. Take advantage of it!

1st Lt Don Penven  
Editor Carolina Wingspan



# Carolina Wingtips

Congratulations to Maj Bucky Buchanan of Boone Sqdn. for being promoted to the initial grade of Major due to his Army experience as a CWO4 FAC in Viet Nam flying the OV-1 Mohawk aircraft. He is working with cadets in Boone and also will be getting his CAPF 5 soon.

The newly-promoted Capt John Goble is the DCP in Golden Eagle Squadron, and is strongly dedicated to the cadet program, having lent his triplets, C/Lt Jessica, C/Maj Jennifer, and C/Lt John Jr, to the program. It's not too surprising!

Lt Col Jim Carr CC, Group I

I am very pleased to announce several new Wing Staff appointments for NC Wing:

First, Col Tink Schaffer has been appointed as the new NC Wing Director of Communications. Col Schaffer has an enormous amount of experience in CAP communications and will bring all his new found energies to bear on our wing communication needs. Expect many new initiatives and efforts to get our Wing into the new information age and with a great conduit for the voice of command at all levels.

Second, since Col Schaffer was serving as NC Wing Director of Cadet Programs and must now leave that post for his new assignment, we have now appointed Captain Brandon Parks as the new NC Wing Director of Cadet Programs. Capt Parks has been working very hard as interim Director of Cadet Programs, and I am sure he will continue to serve our Wing well as Director of Cadet Programs.

These two officers are to be commended for their willingness to serve your needs at the NC Wing Staff level. I hope others will look deep within themselves and step forward to meet the constant needs of this great organization. We are in a pressing need for a new NC Wing Finance Officer at this time. There are other positions open. Please consider your personal commitment to CAP and let Lt Col Roy Douglass know of your interest in helping to fill these positions. The Groups and Units cannot reach their full potential without these Wing Staff members giving their time and talents.

Colonel Larry J. Ragland, CAP  
NCWG/CC 919-417-0021

***Editor's Note: Things change quickly. Due to a change in work commitments, Col. Schaffer has passed the position of Wing Director of Communications to Lt. Keith Savoy.***

SM Ben Peacock, Burlington Composite Squadron was recently selected by the Air Force to attend Officer Training School (OTS) and will attend flight school afterwards as a pilot candidate.

He has been a member of the CAP since March 2004 and is rated Observer and Scanner. Peacock said, "I will be graduating from Elon University with a major in Broadcast Communications in May. I am only a few hours away from earning my Private Pilot Certificate." (Special Note: Ben was recently promoted to 2nd Lt.)

Congratulations, Ben!

Here's the good news about just another OUTSTANDING cadet that is part of the NCWG Cadet Program. Cadet Nathan Faulks of Boone Composite Squadron was recently accepted to the United States Coast Guard Academy and will be reporting to the school on 3 July 2006.

Just a little about the requirements to make it in the Academy:

Applicants are nearly always in the top ranks of their high school class (90 percent in the top 25 percent, 62 percent in the top 10 percent). Typical SAT I scores were 652 math and 621 verbal. Typical ACT scores are 28 math and 28 English. Applicants must be physically fit and pass a Department of Defense Medical Examination Review Board (DODMERB) medical exam and a Physical Fitness Evaluation (PFE) to qualify.

Seth Norris, 1Lt, CAP  
NC153/CC

# NC Wing Biennial Observed SAREX

Despite the weather, North Carolina Wing successfully and safely accomplished the biennial CAP-USAF Observed SAREX. On Friday we were able to squeeze in a sortie to prosecute a search for two simulated missing aircraft. The crew and mission base staff demonstrated to the observers the ability to prosecute visual and electronic searches, make task changes on the fly and exercise command and control for remote dispatch of assets. The aircrew located a visual target, co-located with a training ELT and provided coordinates that subsequently enabled a ground team to arrive at the scene, locate and silence the beacon and bring to resolution the simulated search. Due to the weather we had to cancel all other flying activities except a single inbound sortie from ILM to BUY. On Saturday, the mission staff in consultation with Flight Service and the observation team determined that flight operations would not be conducted. A table top exercise involving the preparation for and prosecution of sorties to cover electronic and photographic searches was conducted - with aircrews "flying" the sortie from start to finish on paper.

Several ground teams were dispatched on photographic and electronic searches - I have it on reliable authority that the "if it ain't raining it ain't training" rule was applied - significant amounts both rain and training were received by the ground personnel. Several ELTs were located and silenced by the ground teams - in "non-urban" environments.

At the conclusion of 2 busy days, an out briefing was conducted at 1400 yesterday - where the MELR Observation team gave us very positive feedback concerning our mission execution. Overall, it was a successful operation - and the wing was recognized by the observation team for its innovative use of technology, and specific emphasis was placed on the use of the ORM models as part of our execution.

We will continue to conduct directed training under the mission through Monday.

I would like to thank the mission staff for all their efforts, and all the members who came out to train in less than ideal conditions. We had a total of 77 people signed into the mission including 18 cadets and 59 seniors.

David E. Crawford, Lt Col, CAP  
Director of Emergency Services, North Carolina Wing

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# Cadets present colors at Elon game.

Four cadet members of the Burlington Composite Squadron presented the colors at an Elon University Football game at Rhodes Stadium in Elon, NC on 15 October, 2005. Elon University ended up losing the game 7-10 to the University of Tennessee at Chattanooga. These members presented the colors during the pre-game ceremonies and stayed to watch the game along with several other members of the Squadron. Everyone involved really enjoyed doing this and it was a great way to represent the Civil Air Patrol in front of the community. Ben Peacock, SM  
PAO, NC-022  
bpeacock@elon.edu  
704-677-3282

Photo by: SM Ben Peacock.



Left to right are as follows: Cadet Airman Cameron Baker, Cadet Technical Sergeant Jonathan Eng, Cadet Airman John Caddle, and Cadet Airman Alex Moore.

## Cadets experience “O” rides

Many thanks to all those who made Wing Cadet Training on April 1st. and 2nd. a huge success! All total we had... 58 Cadets, 14 Senior Members, 7 Orientation Pilots, 4 Aircraft, 30 Front Seat Orientation Rides, 36 Back Seat Orientation Rides, and 5 Superb Meals (and Snacks), and one unforgettable experience!! C/Col Zac Kovarik took the weekend off from his studies at VMI to be Cadet Commander and along with his Executive Staff, Flight Commanders and Flight Sergeants planned a weekend of fun, training, flying and learning. Each cadet took away something that they can contribute to their home Squadron (and a new appreciation for sleeping on a soft bed!)

Many thanks to Wing HQ and the Burlington Composite Squadron for the use of their buildings and to Jim and Lucy Davis for fixing some of the best CAP meals we’ve ever had.

We were also privileged to be a part of the transformation of a young, scared cadet who (while flying for the first time) decided he was afraid of heights and tearfully wanted to land immediately. By the end of the weekend, this young man had not only conquered his fear of heights and flying, but participated in two additional flights (actually “flying” the plane at some points) and was so relaxed and calm he dozed off on his back seat ride! This young man learned much this weekend!

So make plans to attend our next Wing Cadet Training in August. Details will be posted on the Cadet Programs website as well as CAPNC.

For the Commander,

Shelley Chalmers, Capt, CAP  
Administrative Officer  
Wing Cadet Training

# Apex drill team wins region competition

(During the first weekend in April) I was able to observe one of the most exciting events that CAP has to offer, that is the Drill Competition that is held annually at different levels. Specifically this weekend was a regional level drill competition to see which team would represent the region at the national level.

There were new cadets and seasoned cadets, seasoned senior members and new team moms--all showing a willingness to work together and operate not only as a CAP team but a CAP family. The event was also witnessed by cadet parents and other CAP senior staff, to include our very own Wing Commander.

A team comprised of cadets from the Apex Cadet Squadron was successful in their attempt at this weekend's MER Drill Competition. Truly a family team, the flight was supervised by both the LTC Dominic and Pam Strug and commanded by their son Ryan. Their two other sons were also on the team. Additionally, there were two other families that had multiple family members on the team or involved.

As the Squadron Commander, I am VERY pleased and VERY proud of all the work the senior members, parents and cadets put forth.

The team took five of the seven categories that were possible, to include both drill events (standard and innovative). In addition, the team commander took the fleet-foot award. The team also showed outstanding academic merit by taking the quiz-bowl and the written test. Cadet Captain Olive Barrow showed OUTSTANDING CAP knowledge by assuming the lead of her quiz-bowl team achieving an almost perfect score.

The next step for the team is to travel to the National Competition in Washington DC. There will be new challenges and opportunities for the team in the next few months. However, if their drive and determination stays as it did for this competition, I see no reason why they can't do as well there as they did in the MER competition.

So, I would like to pass on a heartfelt congratulations to the team supervisors, parents and most importantly the cadets! Great Job!

1LT Cosgriff  
Apex Cadet Squadron  
Squadron Commander

## Commendations from Wing and MER

It has been a long day here at the Ragland household, but I am now able to take a moment and extend congratulations on behalf of the entire wing to our NC Wing Drill team. As 1LT Cosgriff has told you, the cadets impressed everyone with their competitive spirit, their obvious preparation, and their positive *can do* attitudes. And now, for the first time since 1984, NC Wing has the honor of having the MER #1 drill team. These cadets have brought honor and distinction to themselves and the Wing. They did so with the finest example of team work and individual determination. I know everyone in the Wing will join me in making sure 1Lt Cosgriff and these cadets know how much we appreciate their hard work and commitment.

Colonel Larry J. Ragland, CAP

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We had a very successful Cadet Competition at Fort Pickett. The big winners were Virginia Wing in the Color Guard competition and North Carolina Wing in the Drill Team competition. Congratulations to the winners and all of the competitors. It was a very close competition in both areas and we had multiple winners in the individual event categories.

Many thanks to all the assistance from Middle East staff, CAP-USAF and others who came down to help run, judge and score the events.

Congratulations to North Carolina and Virginia Wings and GOOD LUCK at the National Competition in July. It will be in the Washington area so if you can, come out and cheer Middle East Region teams on to victory!!

Phyllis Griffin, Lt Col, CAP  
MER DCP

# Raleigh-Wake is Wing first place color guard

Congratulations to Raleigh-Wake cadet color guard for winning the 2006 North Carolina Wing Cadet Color Guard Competition held at wing headquarters. They won five out of the seven events. Cadet Coogan of Raleigh-Wake won the Highest Written Exam Score Award. Cadet Hertzler of Raleigh-Wake won the Male Fleet Foot Award and Cadet Fuchs of Winston-Salem won the Female Fleet Foot Award. Raleigh-Wake will represent the North Carolina wing in the upcoming Middle East Region cadet competition.

I would like to recognize the officials who made this competition possible. The judges were Lt Col Sam Turner USAFR, Lt Col Steve Byrnes USAFR, TSgt Jim Bratton USAFR, Lt Col Roy Douglass, Lt Col Pam Landreth-Strug, C/Capt Kelly Weeks. Maj Joe Morris served as the admin officer and C/ A1C Daniel Kong served as photographer.

Again, thank you to all the cadets and senior members who made this event a great success.

Eileen L. Kong, Capt, CAP  
Deputy Director of Cadet Programs, NCWG  
2006 NCWG Cadet Competition Project Officer





# Apex cadets No. 1 in MER Competition

To the wing,

This weekend I was able to observe one of the most exciting events that CAP has to offer, the Drill Competition that is held annually at different levels. Specifically this weekend was a regional level drill competition to see which team would represent the region at the national level.

There were new cadets and seasoned cadets, seasoned senior members and new team moms... all showing a willingness to work together and operate not only as a CAP team but a CAP family. The event was also witnessed by cadet parents and other CAP senior staff, to include our very own Wing Commander.

A team comprised of cadets from the Apex Cadet Squadron was successful in their attempt at this weekend's MER Drill Competition. Truly a family team, the flight was supervised by both the Lt Col Sturges (Dominic and Pam) and commanded by their son Ryan. Their two other sons were also on the team. Additionally, there were two other families that had multiple family members on the team or involved.

As the Squadron Commander for the squadron, I am VERY pleased and VERY proud of all the work the senior members, parents and cadets put forth.

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The next step for the team is to travel to the National Competition in Washington DC. There will be new challenges and opportunities for the team in the next few months. However, if their drive and determination stays as it did for this competition, I see no reason why they can do as well there as they did in the MER competition.

So, I would like to pass on a heartfelt congratulation to the team supervisors, parents and most importantly the cadets! Great Job!

1LT Cosgriff  
Apex Cadet Squadron  
Squadron Commander

WOC Cosgriff, Joseph L.  
GSEC-S GEWF GISF IAM  
USAR, 09W (350F)

AE DAY photos continued ...



Lt Col Douglass briefs the flightline crew



Lt Col Carr briefs cadet before "o" flight



Lt Col Douglass leads them out



Airshow visitor. It's the Pitt's



## From the Leagle Beagle...



At the order of the Wing Commander, Col. Larry Ragland, I am posting the following message on CAPNC. Commanders of Cadet or Composite Squadrons and Cadet Officers and NCO's should pay particular attention to this directive.

In plain English: ***No push ups, sit ups, running or any other physical exercise activity may be imposed on Cadets for disciplinary purposes.*** Period. It is in fact hazing and will be treated as such by the Wing Commander. This is a "no-brainer" in CAP. Physical exercise can only be accomplished in furtherance of cadet physical fitness proficiency training and testing.

We have received more than one complaint recently concerning Cadets being made to do push ups, sit ups and running as discipline for perceived infractions of regulations or military courtesy. **THIS STOPS NOW.**

If you have questions or comments concerning this matter, please direct them through the Wing Chief of Staff (Lt. Col. Douglass) to the Wing Commander (Col. Ragland).

Your compliance with this directive is both expected and appreciated.

Maj. John Maxfield, CAP  
NC Wing Legal Officer (JA)

# Boone Comp. Sqdn. attracts media attention

## Boone Sqdn. featured in “High Country News”

1<sup>st</sup> Lt Betsy Troxler of the Boone Composite Squadron scored a major public relations fete recently. Kathleen McFadden, a reporter for the “High Country News,” wrote a length article highlighting the squadron’s activities since its establishment three-years-ago at Watauga High School. Prominently featured in the article were recent activities of the squadron’s cadets that included a trip to Robbins Air Force Museum. Cadets were able to pilot a genuine F-15 simulator, and also enjoyed a ride aboard an Air Force refueling tanker.

In addition to the lengthy write-up, Lt. Troxler provided a full-page layout (see below) that offered insights into Civil Air Patrol activities.

Well done, Betsy





# CIVIL AIR PATROL IN SEARCH FOR MISSING TRACTOR-TRAILER AND DRIVER

By Major John Maxfield, NC-048

**Raleigh, NC** - The Civil Air Patrol was alerted by the U.S. Air Force Rescue Coordination Center (AFRCC) to assist in the search for a missing tractor-trailer truck and its driver in the Western North Carolina, Georgia and South Carolina area. The missing truck is described as a white 2001 Freightliner towing a 52' refrigerated trailer with "INGLES" logo on both sides of the trailer.

The tractor-trailer left Eagle Transportation in Black Mountain, NC enroute to Gray, GA on or about Wednesday, May 22, 2006 at 12:30 a.m. and was expected to arrive at the intended destination about 4:30 a.m. that date. The probable route of the truck was I-40 from Black Mountain to I-26, to Hwy 25, to Greenville, SC, I-85 to Hwy 106 to Athens, GA and then Hwy 129 to Gray Georgia. The missing driver, Richard Hendley Fox, is described as a white male, brown eyes, gray hair, approximately 5'9" and 68 years of age.

Aircraft from the North Carolina Wing, Civil Air Patrol, operating from a mission base at the Asheville, NC airport are currently engaged in flying continuous search sorties over the routes possibly taken by the missing driver. If anyone has information concerning the missing truck and its driver, please contact the Black Mountain Police Department at 828-669-9194.



ARCHER aircraft Gippsland GA-8 from VA Wing

Photos by Capt. Dion Viventi, NC-048

See additional story and photos on Page 22



G1000 Cessna, (L-R) 1LT Don Williams, Capt Sal Tripoli, Capt. Joe Mozes



# Summer Flying in North Carolina....The 3 H's

## Haze

Haze occurs when a large, stalled high pressure system creates a temperature inversion that traps pollutants and other airborne particulate beneath it. Visibilities can drop to IFR levels after a few days of dense haze, and change will come only when one of those fast-moving cold fronts blasts through and washes the air clean.

## Poor visibility

Combine escalating surface temperatures with the lethargy of haze-producing highs and you'll see that the top of a haze layer rises with each passing day. Ultimately — just before the high breaks down — haze layer tops can reach to 10,000 feet msl or more. Obviously, the safe answer to dealing with dense haze is to file IFR or postpone flying until conditions improve. A VFR climb to VFR-on-top conditions will not only be illegal, it could also take a long time (remember density altitude effects performance) and leave you exposed to traffic conflicts at a time when your forward visibility is practically nil.

Combined with low Sun angle in early morning and late evening hours even marginal VFR can be difficult. This situation intensifies glare and makes it virtually impossible to see forward into the windscreen when heading toward the sun.

Reduced visibility increases the risk of not seeing obstructions even more.

## Increased Chance of collision

In hazy weather, a condition called empty field myopia occurs, in which the eyes tend to focus at a distance of about 10 to 30 feet. Certain lighting conditions also make it difficult to see other aircraft. Most importantly, if you're on a collision course with another aircraft, there is no relative motion and you are much less likely to see it. Other techniques can help overcome these problems. By looking at the ground periodically, especially in hazy conditions, you can force your eyes to focus at a greater distance. If a controller points out traffic at a distance of 3 miles, you can look at the ground 3 miles away to help pre-focus your eyes at that distance.

Midair collision accident statistics reveal that 60 to 70 percent of all midair collisions occur below 3,000 feet and within five miles of an airport. More than half of all midair collisions occur at or below 1,000 feet AGL, usually in or near the traffic pattern. Of these, only 2 percent happen on downwind, with about 18 percent occurring on base, and by far, the greatest number, 80 percent, occurs on final. Clearly, as you turn base and final at our destination, the sky is anything but big. Statistics also indicate that of the mid-air collisions that do occur in the pattern, 78 percent happen at non-towered airports

## Heat

Heat affects pilots in several ways. An aircraft parked on the ramp without sun shields can get extremely hot inside. How many of you have popped on a headset only to realize that the black plastic-covered earpieces were broiling hot? Have you every opened up an airplane and seen it so hot inside that it would take your breath away?

## Effects of heat on the pilot

Heat can also induce dehydration. The pilot and any passengers can dehydrate while flying in hot weather. Take water with you when you fly any time of the year, but more so in the summer months.

The heat and humidity can make you and your passengers uncomfortable by several means. Getting hot air out of the aircraft and cool air into the aircraft isn't all that easy. Cessna's are notorious for their orange juice can air vents. Airflow through the aircraft is limited to air vents in the wing roots and panel mounted airflow control. At lower speeds, windows may be opened to help with temperature control. Heat can also produce turbulence in the air. Flying while hot and sweaty is only made better by being able to enjoy every bounce and bump in the sky.

## Effects of heat on the aircraft

Temperature affects aircraft performance, too. Just as the heat makes the pilot and crew uncomfortable, it can also annoy the aircraft. High heat and humidity can increase the density altitude. An airplane's performance is based on density altitude.

High Density Altitude makes apparent altitude greater than the real altitude. As a rule of thumb, you can add 120 feet of altitude for every 1 degree (Centigrade) of temperature above the standard temperature of 15 degrees. For example, if the AWOS or a METAR reports the temperature and dew point as:

Continued on Page 20...

...Continued from Page 19

KJBN 290001Z AUTO 00000KT 10SM CLR 33/22 A3008

The approximate density altitude at Jawbone International Airport would be calculated as follows:

$33 - 15 = 18$  (subtracting standard temperature from current temperature)

$18 \times 120 = 2160$  (multiply the resultant time 120)

$2160 + 167 = 2327$  approximate density altitude

Other effects of heat and temperature include loss of engine power, less thrust, and decreased lift. This will cause lengthen takeoff runs, lower rates of climb, and altered fuel burn rates.

## Heat Index

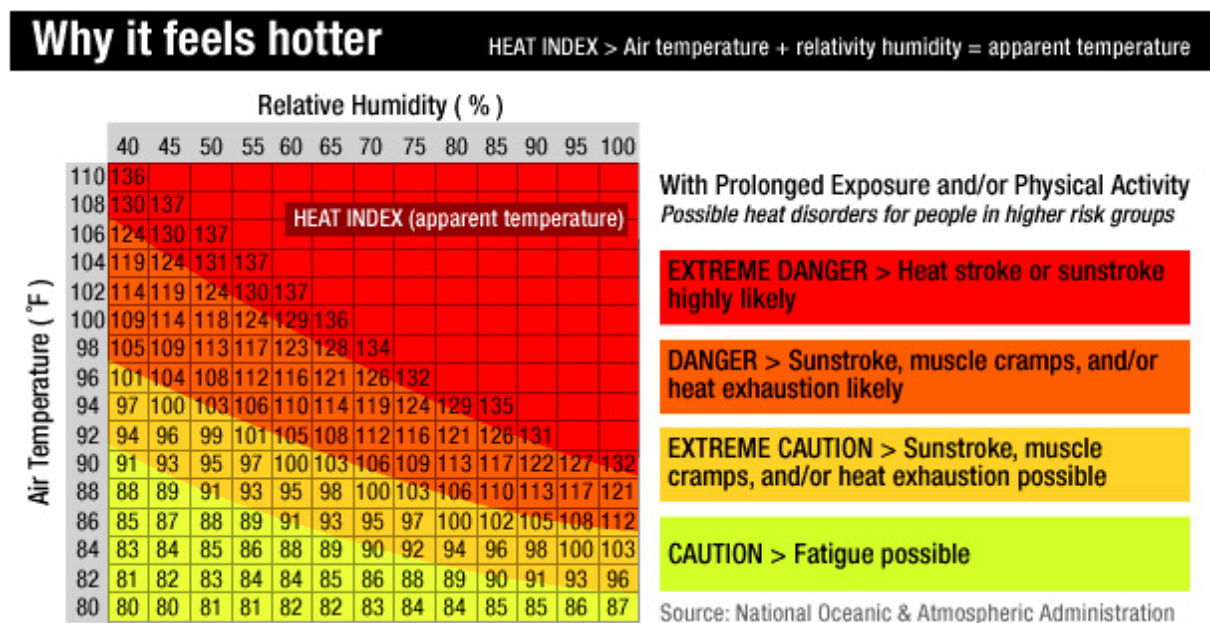
High heat index can lead to several heat related disorders. When heat and humidity combine to slow evaporation of sweat from the body, outdoor exercise becomes dangerous even for those in good shape.

Key rules for coping with heat are to drink plenty of water to avoid dehydration and to slow down and cool off when feeling fatigued, a headache, a high pulse rate or shallow breathing. Overheating can cause serious, even life-threatening conditions such as heat stroke.

Stay Safe, Watch your Six, and Don't Do Nothing Stupid.....

1 LT Dan McCollum

NC Wing Safety Officer



# First pilot to fly the X-15 dead in plane crash

GEORGIA – The 1960 Cessna 210A aircraft belonging to Col. A. Scott Crossfield of Herndon, Va., has been located. There were no survivors. Georgia Wing conducted air and ground searches along the flight path and located the crash site in Gilmer County. Crossfield was on a flight from Prattville, Ala., to Manassas, Va., Wednesday morning when the aircraft disappeared from radar in north Georgia.

Crossfield, 84, was born in Berkeley, Calif. on Oct. 2, 1921. Although best known for his role as a legendary test pilot, he was a strong supporter of the Civil Air Patrol and, in particular, CAP's aerospace education program. He created the A. Scott Crossfield Aerospace Education Teacher of the Year Award to recognize and reward teachers for outstanding accomplishments in aerospace education and for their dedication to the students they teach. The Scott Crossfield Award for senior members is CAP's highest award in aerospace education. At his 80th birthday in 2001, Crossfield was still flying 200 hours per year as a private pilot/instrument rating.

In 1950, Crossfield joined NASA's predecessor, the National Advisory Committee for Aeronautics, and was a research pilot for the next five years at the High Speed Flight Research Station at Edwards Air Force Base, Calif. Crossfield was the test pilot for numerous research aircraft, including the X-1, X-4, X-5, XF-92, the D-558-I and D-558-II while at Edwards.

On Nov. 20, 1953, he set four speed records before becoming the first man to reach Mach 2 (twice the speed of sound) in the air-launched, rocket-propelled D-558-2. Crossfield capped his distinguished test pilot career as the NASA program manager and first project pilot on the X-15 rocket powered research aircraft, taking the aircraft to the fringes of outer space.

It is possible that no other test pilot in aviation history has test flown as many aircraft that are now displayed in flight museums — The Smithsonian National Air and Space Museum's Milestones of Flight Gallery includes the #1 X-15 and the #2 Skyrocket. He also flew the #2 Bell X-1, the sister ship of the #1 ("Glamorous Glennis"), which also hangs in the same gallery. Crossfield was also a fighter gunnery instructor in the U.S. Navy during World War II.

Among his countless honors, Crossfield received the Lawrence Sperry Award, Octave Chanute Award, Iven C. Kincheloe Award, Harmon International Trophy and the Collier Trophy. He was inducted into the National Aviation Hall of Fame in 1983, the International Space Hall of Fame in 1988, and the Aerospace Walk of Honor in 1990.

Additional Information on Col Scott Crossfield can be found at:

## Story by:

**Kimberly Wright Harper**

Editor, CAP News Online

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**Scott Crossfield**

# Civil Air Patrol responds to Missing Person Search in Western NC

By Capt. Dion Viventi NC-048

The NC Wing was called to action for a Missing Person Search in the rugged mountainous terrain of Western NC over the Memorial Day weekend. Lt. Col. Jeff Willis opened the mission and was the IC in charge of 56 personnel, aircraft and over 30 sorties for this actual SAR mission based out of AVL home of the Asheville Composite Squadron NC-019.

The Lead Agency for the SAR was Buncombe County EM Director Jerry Vebaun who requested air support from CAP for 25 May 2006.

Civil Air Patrol staff was informed that the subject may have taken route I 40 W to Exit 27 then travel Hwy 74 to Hwy 441 (Franklin Exit) to Madison GA., and that the subject's truck will have "INGLES" (Grocery store) logos on both sides.

On 05/25/2006 22:02 A Request was made to the CAPNOC for the use of the new Archer System on Friday. Civil Air Patrol's new ARCHER system was deployed out of Manassas Virginia and Asset number 14 (N608CP) flew in to RDU Piloted by Lt. Col. Bob Ayers and Co-piloted by Col. Gene Hartman. There they picked up Capt. Dion Viventi to assist Capt. Gene Harrison operate the sophisticated equipment. The team was tasked to help locate the missing person last seen driving a tractor-trailer out of the town of Black Mountain NC on route to Gray GA.

According to Lt. Col. J. Willis, the Plan for Friday was to begin grid searches of all grids along the route of travel beginning in Black Mountain and working South. The goal was to get combined POD's greater than 80%

According to press reports, Ingles said the truck was a 1999 Freightliner.

The ARCHER crew reported finding significant signature matches along Highway 26 in the woods near the highway and visual reports of tractor-trailers matching the description along the search route.

On 05/27/2006 at 20:01 A Confirmed report emerged that the target has been located in Eatonton, GA. According to News 13 Asheville, "The Missing Ingles Truck Driver was found on Saturday May 27."

Thanks to the hospitality of the Asheville squadron staff and Commander Bauer for their assistance and use of their exceptional facility at Asheville airport.



Sunset at Asheville (KAVL)

Asheville photos by Capt. Dion Viventi, NC-048



## Additional photos from Asheville Mission



Lt Col Jeff Willis (far right standing) briefs aircrews



Capt. Weinflash and Lt Col Bauer discuss AirOps



Capt Joe Mozes preflights mission aircraft



Capt Dion Viventi with ARCHER-equipped GA-8 aircraft

Asheville photos by Capt. Dion Viventi, NC-048



# Zero tolerance, 100% Accountability

Civil Air Patrol is made up of volunteers. We are fortunate to have so many individuals who give so much of themselves, their money, and their energies and time. We could not operate without these valuable people, and North Carolina Wing is very fortunate to have some of the very best.

But how many times have you heard “What do they expect? I am just a volunteer after all.” Some attitudes seem to be that because we are volunteers we should not expect or demand the same level of competence and professionalism and dedication as we require of paid employees in industry and elsewhere. Or that holding the volunteer accountable is different than holding a paid worker accountable. I submit there is no difference. And for many of our volunteers, the activities they do for CAP are much more demanding of professionalism and precision than their paying job. Our volunteers risk themselves and their fellow members every time they put the uniform on and provide these very specialized services to the community. Many of our pilots are risking very expensive aircraft and equipment that is very difficult to replace. All the members risk the health and well being of their fellow members.

North Carolina Wing has been very fortunate to not have had a major accident or incident for several years. But without a very definite “Culture of Safety” within this Wing, it is only a matter of time before the dice do not fall our way. So, instead, we need to manage the risks better. Take Operational Risk Management (ORM) and make it the way we do business. Make every activity one that all the risks are known, studied, and evaluated prior to commencing the activity. Reduce or eliminate as many of the risks as possible. Take very deliberate steps in the planning stages to make the risk get to an acceptable level, or cancel the activity. Invent and supplement training to include the safer way of doing the same task.

By this letter I am putting all NC Wing members on notice that I will be authorizing the Director of North Carolina Wing Operations and the Director of Safety to put into place whatever supplemental regulations or FCIFs or other tools we have available to make ORM an evaluated part of every training or meeting activity. I am also going to invoke and enforce a Zero Tolerance policy for those among us who do not take the safety of this Wing into account when they provide their volunteer time to this organization. Those who choose not to live up to the Safety Pledge can expect to be asked to leave this organization. In addition, pilots who are involved in any moving aircraft incident can expect to automatically be required to take their CAPF-5 ride again. Van drivers involved in any moving accident or incident should expect to be required to take the NC Wing driver's test from an examiner designated by the Wing Commander before being allowed to operate a CAP vehicle again. NC Wing cadets who are involved in any personal injury incident reportable on a CAPF-78 can be expected to be required to participate in a minimum of 2 hours of Safety instruction relating to the type of incident they were involved in. These

actions are not intended to be punitive in nature and you should not perceive them as such.

This Wing must strive to be the best of the best by making Safety our number one business. Any repeat offenders will be asked to cease participation with the rest of us, and if necessary, their membership will be terminated for the benefit of the rest of the membership. We cannot afford to have any volunteer that does not take his/her safety and the safety of his/her fellow CAP members into account when he/she participates. It is just not fair to the rest of us or safe for those who serve beside them.

There will be a Zero tolerance for those members that do not take this issue seriously. Your membership is valuable to me, but the safety of all our members is even greater than all your volunteer time regardless of what you do or how specialized you might be. There will be 100% accountability in NC Wing also. If you break it, then you need to replace or fix it. If you cause or allow harm to another by your neglect or incompetence, then you will be held accountable. Being a volunteer does not excuse you from this basic human commitment and your long membership standing has no bearing on this process. Doing volunteer work does not mean the standards of conduct change or the seriousness of potential harm to yourself or others is any less. You are the best and I am a very fortunate Wing Commander to have the support of each and every one of you. But I would not be doing all the members justice if I allowed any of you to operate outside of the "Safety Culture" we must establish together. Put your energies to the task and we will show the rest of CAP we can be the safest Wing in all of CAP. I am very confident this will happen because I know how truly great the NC Wing volunteers are. You have my complete confidence.

Thank you,

Unit Commanders, please post this message at your unit bulletin boards.

Colonel Larry J. Ragland, CAP, NCWG/CC

## Editor's Notes

Yes...the newsletter is a month late! But now that you've reached the last page I'm not going to put you to sleep with a bunch of excuses. The point is that this issue **is** complete and it's time to start on the next one.

Since joining CAP such a short time ago I have been in awe of the time, effort and sacrifices that so many members make to ensure that our *Missions for America* continue to be fulfilled day after day. The effort I make seems insignificant when I see Lt Col Crawford's list of names and the number of missions our members have completed. Each one of us in our own way has something to contribute. Some take a little longer than others to discover just what it is that we as individuals can do to be a part of the larger scheme.

Publishing your newsletter has been an on-going joy for me, but like many of you I do have to step back and take a look at the results. In doing so I see that improvements should and can be made. But in order to do that I need a little help. On Page 8 are guidelines for submitting material for publication. Much of what is published results from my daily search of CAPNC and other Emails. For many of you that means reading the same stuff twice. What would be truly an ideal, meaningful and effective newsletter would be one like the CAP Volunteer where all articles are written specifically for that publication. I'm not naïve enough to think that this will ever happen with Carolina Wingspan, but it is one of the areas that I strongly believe needs improvement. I'd like to see an article in each issue from the people who make this organization what it is today ... the movers and shakers, if you will, as well as the grassroots of the Wing who implement and put into practice what is passed along to them. So in the days and weeks to come you may expect me to start bugging you on a more frequent basis to become a regular contributor.

And in case you missed it please go back to Page 8 and look over the guidelines. We all enjoy and delight in CAP Volunteer. I can't think of a single reason why Carolina Wingspan can't be as good ... or better!

1st Lt Don Penven

## THREE CIVIL AIR PATROL MEMBERS PROMOTED TO GROUP POSITIONS

Wilmington, North Carolina – The Cape Fear Composite Squadron of Civil Air Patrol (CAP), which is based out of the Wilmington International Airport, has seen three of its own advance into the next level of command. Lieutenant Colonel Gerald West, Major Michael Starr, and 1Lt Andy Wiggs have been promoted from the squadron level to Group positions within the NC Wing.

Lt Col Gerald West relinquished his position as squadron commander of Cape Fear Composite during a ceremony on March 16, 2006. He then assumed command of NC Wing's Group 3. In this new position, West will oversee ten squadrons in the eastern third of NC. A member since 1997, he will bring much administrative and management experience to Group 3.

Major Michael Starr has accepted the position of Deputy Director for Communications of Group 3. This follows shortly after being recognized as the Communications Officer of 2005 for the entire NC Wing. Starr joined CAP as a cadet in 1969. He continued to serve in the capacity of senior member since 1977. Currently Maj Starr will hold dual roles as he continues to serve as Cape Fear Composite's Commander of Cadets. "A highly qualified communicator ... dedicated to increasing our communication capabilities out in Group 3 and all across NC Wing", stated Col Tink Schaffer, Director of Communications, NC Wing in his official announcement to the members of NC Wing.

1Lt Andy Wiggs has been assigned as the Deputy Commander of Group 3. He will also work in the Aerospace Education and Emergency Services positions. Wiggs joined CAP as a cadet in 1987 and rejoined as a senior member in 1993. 1Lt Wiggs is a fully qualified Ground Team Leader, Urban Direction Finding (UDF) member, and an Incident Commander Trainee, and Operations Section Chief among several other credentials.

More news from Wilmington: Melissa Harrison has accomplished what no other cadet has ever done in the fifty years of the Cape Fear Composite Squadron's history. At the age of 16, Harrison has earned the rank of Lieutenant Colonel. In addition to this advanced rank, Harrison has also completed all the requirements for the Ira C. Eaker Award. This award was established in December 1995. Since its inception, only 1648 cadets have ever achieved this prestigious honor. With only one additional rank now remaining, her sights are set on completing the requirements for Colonel, a rank in CAP that only 1/10 of 1% of cadets reach.



C/Lt Col Melissa Harrison



L-R: C/Lt Col Harrison, Capt. Starr, C/SSgt Melody G. Brittingham at change of command ceremony.

Melody G. Brittingham of the Cape Fear Composite Squadron has recently earned the rank of c/Staff Sergeant in the local unit of the Civil Air Patrol (CAP) and was also installed as the new Cadet Commander during a squadron meeting on Thursday, April 6, 2006.

Articles and photos by 1st Lt Elizabeth Butrim, PAO, Cape Fear Comp. Sqdn.